

Exhibit 300: Capital Asset Summary

Part I: Summary Information And Justification (All Capital Assets)

Section A: Overview & Summary Information

Date Investment First Submitted: 2009-06-30
Date of Last Change to Activities: 2012-04-27
Investment Auto Submission Date: 2012-02-27
Date of Last Investment Detail Update: 2012-05-01
Date of Last Exhibit 300A Update: 2012-08-23
Date of Last Revision: 2012-08-23

Agency: 021 - Department of Transportation **Bureau:** 12 - Federal Aviation Administration

Investment Part Code: 01

Investment Category: 00 - Agency Investments

1. Name of this Investment: FAAXX294: ATC Beacon Interrogator Replacement (ATCBI-6)

2. Unique Investment Identifier (Ull): 021-541543830

Section B: Investment Detail

- Provide a brief summary of the investment, including a brief description of the related benefit to the mission delivery and management support areas, and the primary beneficiary(ies) of the investment. Include an explanation of any dependencies between this investment and other investments.**

ATCBI-6 is a secondary surveillance radar, a "beacon" radar, that provides aircraft location data to FAA air traffic controllers for separation assurance, traffic management, navigation and flight information in the en route airspace. Department of Defense (DOD) and Department of Homeland Security (DHS) personnel also use ATCBI-6 data. The secure Identify Friend or Foe (IFF) function allows them to identify friendly aircraft from enemy. The ATCBI-6 Mode-4 configuration (ATCBI-6M) includes the IFF function. Mode-4 is a DoD requirement. ATCBI-6 addresses performance gap generated by ATCBI-4/5 systems past their 20-year life cycles. ATCBI-6 supports the Department of Transportation (DOT) Strategic Plan goal of Economic Competitiveness by enabling greater capacity. ATCBI-6 aligns with Strategic Management Process (SMP) Objective, Optimize Service Availability, by reducing aircraft delays and radar service operating costs. ATCBI-6 has dependencies with STARS, FTI, ERAM, ERAM D Position, and TAMR 3.

- How does this investment close in part or in whole any identified performance gap in support of the mission delivery and management support areas? Include an assessment of the program impact if this investment isn't fully funded.**

The legacy, analog systems are not sustainable due to parts obsolescence; high failure rates

and maintenance costs; and long repair times; and are not compatible with the new automation systems. ATCBI-6 will improve system performance with the use of selective interrogation and monopulse technology which enables direct interrogation of a single aircraft, increases the detection of aircraft, improves the accuracy of reported aircraft location and reduces occurrences of false detections (reports of aircraft when there are none).

Implementation of ATCBI-6 is consistent with the end-state architecture outlined in NAS-SS-1000 and will ensure service/data is available through the transition to FAA's use of GPS-based technology. The approved 2008 rebaseline adjusts the program cost and schedule to account for increase of scope to 139 systems (due to additional sites from agency cost share agreements, congressional earmarks, and other government programs); prior year funding reductions; lack of funding for facility establishments in FY04 and FY05; and lower acquisition and implementation costs. The approved 2008 rebaseline covers the completion of all DME activities.

3. Provide a list of this investment's accomplishments in the prior year (PY), including projects or useful components/project segments completed, new functionality added, or operational efficiency achieved.

In 2011 completed construction and ATCBI-6 installation activities at Yakutat, AK, Provo, UT and Santa Fe, NM.

4. Provide a list of planned accomplishments for current year (CY) and budget year (BY).

In FY12 will place the last site, Santa Fe, NM in operational readiness decision. The last site, Freeport, Bahamas is on hold until an International Agreement is signed between the U.S. Government and the Bahamian Government. A Baseline Management Notification has been generated to remove this site from the baseline.

5. Provide the date of the Charter establishing the required Integrated Program Team (IPT) for this investment. An IPT must always include, but is not limited to: a qualified fully-dedicated IT program manager, a contract specialist, an information technology specialist, a security specialist and a business process owner before OMB will approve this program investment budget. IT Program Manager, Business Process Owner and Contract Specialist must be Government Employees.

2007-07-26

Section C: Summary of Funding (Budget Authority for Capital Assets)

1.

Table I.C.1 Summary of Funding

	PY-1 & Prior	PY 2011	CY 2012	BY 2013
Planning Costs:	\$1.0	\$0.0	\$0.0	\$0.0
DME (Excluding Planning) Costs:	\$275.4	\$0.0	\$0.0	\$0.0
DME (Including Planning) Govt. FTEs:	\$10.3	\$0.1	\$0.0	\$0.0
Sub-Total DME (Including Govt. FTE):	\$286.7	\$0.1	0	0
O & M Costs:	\$17.5	\$5.0	\$5.1	\$5.2
O & M Govt. FTEs:	\$14.5	\$3.1	\$3.3	\$3.4
Sub-Total O & M Costs (Including Govt. FTE):	\$32.0	\$8.1	\$8.4	\$8.6
Total Cost (Including Govt. FTE):	\$318.7	\$8.2	\$8.4	\$8.6
Total Govt. FTE costs:	\$24.8	\$3.2	\$3.3	\$3.4
# of FTE rep by costs:	192	24	23	23
Total change from prior year final President's Budget (\$)		\$0.0	\$0.0	
Total change from prior year final President's Budget (%)		0.00%	0.00%	

2. If the funding levels have changed from the FY 2012 President's Budget request for PY or CY, briefly explain those changes:

Section D: Acquisition/Contract Strategy (All Capital Assets)

Table I.D.1 Contracts and Acquisition Strategy

Contract Type	EVM Required	Contracting Agency ID	Procurement Instrument Identifier (PIID)	Indefinite Delivery Vehicle (IDV) Reference ID	IDV Agency ID	Solicitation ID	Ultimate Contract Value (\$M)	Type	PBSA ?	Effective Date	Actual or Expected End Date
Awarded		DTFAAC07D00048									
Awarded		DTFAAC07D00048									
Awarded		DTFAWA09C00052									
Awarded		DTFAWA09C00040									
Awarded		DTFAWA09C00040									

2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:

EVM was included as a requirement for the prime ATCBI-6 Program contract during the acquisition/solution implementation phase. The prime contract to acquire the ATCBI-6 systems, however, ended in FY2008 and the program is considered complete without the Freeport, Bahamas, site, consistent with the BMN briefed to the JRC on 1/12/2012. DTFAAC07D00048 engineering management support contract, DTFAWA09C00052 engineering support contract, and DTFAWA09C00040 finance management support contract are all level of effort contractual vehicles whose dollar value is below the \$10M threshold at which the AMS currently requires EVM.

Exhibit 300B: Performance Measurement Report

Section A: General Information

Date of Last Change to Activities: 2012-04-27

Section B: Project Execution Data

Table II.B.1 Projects

Project ID	Project Name	Project Description	Project Start Date	Project Completion Date	Project Lifecycle Cost (\$M)
1	Operational Readiness Demonstration (ORD) at 3 remaining ATCBI-6 sites and remaining development / modernization / enhancement (DME) activities	ORD has been completed at 135 sites. This project covers the remaining DME activities which are to complete ORD at 3 remaining ATCBI-6 sites. Once these DME activities are completed, ATCBI-6 will be fully operational / steady state.			
2	Operational Readiness Demonstration (ORD) at one remaining ATCBI-6 site	Achieve Operational Readiness Demonstration at Freeport, Bahamas site.			

Activity Summary

Roll-up of Information Provided in Lowest Level Child Activities

Project ID	Name	Total Cost of Project Activities (\$M)	End Point Schedule Variance (in days)	End Point Schedule Variance (%)	Cost Variance (\$M)	Cost Variance (%)	Total Planned Cost (\$M)	Count of Activities
1	Operational Readiness Demonstration (ORD) at 3 remaining ATCBI-6 sites and remaining							

Activity Summary

Roll-up of Information Provided in Lowest Level Child Activities

Project ID	Name	Total Cost of Project Activities (\$M)	End Point Schedule Variance (in days)	End Point Schedule Variance (%)	Cost Variance (\$M)	Cost Variance (%)	Total Planned Cost (\$M)	Count of Activities
	development / modernization / enhancement (DME) activities							
2	Operational Readiness Demonstration (ORD) at one remaining ATCBI-6 site							

Key Deliverables

Project Name	Activity Name	Description	Planned Completion Date	Projected Completion Date	Actual Completion Date	Duration (in days)	Schedule Variance (in days)	Schedule Variance (%)
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NONE

Section C: Operational Data

Table II.C.1 Performance Metrics

Metric Description	Unit of Measure	FEA Performance Measurement Category Mapping	Measurement Condition	Baseline	Target for PY	Actual for PY	Target for CY	Reporting Frequency
Maintain the reduced en route beacon repair costs	Dollars	Technology - Technology Costs	Under target	7345.000000	4900.000000	1379.000000	4900.000000	Semi-Annual
Maintain en route beacon Mean Time Between Outage (MTBO)	Hours	Mission and Business Results - Services for Citizens	Over target	6479.000000	8745.000000	2318.000000	2000.000000	Monthly
Maintain the reduced en route beacon Mean Time to Restore (MTTR)	Hours	Process and Activities - Productivity	Under target	7.000000	6.000000	5.200000	6.000000	Monthly
Maintain the reduce the number of unscheduled outages per system per year (12 month rolling average)	Number	Technology - Reliability and Availability	Under target	1.000000	1.000000	0.670000	1.000000	Monthly
Operational Availability for ATCBI-6 radars	Percentage	Customer Results - Service Coverage	Over target	99.300000	99.300000	99.300000	99.300000	Monthly